Southway to Snake River Avenue Environmental Study

Project Number: STP-7014(102)
Key Number: 9029

Second Advisory Committee Summary

Meeting Date, Time and Location

November 30, 2005 (9:00 -11:00 a.m.) – Red Lion Hotel, Lewiston

Staff Attendance

Lowell Cutshaw (City of Lewiston)
Curtis Arnzen (City of Lewiston)
Gerald Flatz (LHTAC)
Bryan Foote (Horrocks)
Lynda Friesz-Martin (LFPR)

City of Lewiston (City of Lewiston)
Local Highway Technical Advisory Council (LHTAC)
Horrocks Engineers, Inc. (Horrocks)
Lynda Friesz Public Relations, Inc. (LFPR)

Advisory Committee Meeting Attendance

Steve Watson (Lewis and Clark Metropolitan Planning Organization)
Bob Arleth (Citizen)
Ted Kadau (Watco/Great NW Railroad)
Lynn Moss (City of Lewiston Parks and Recreation)
Garry Bush (Lewiston City Council)
Keith Havens (Lewiston Chamber of Commerce)
Kevin Poole (Nez Perce County, City Council, Metropolitan Planning Organization)
Jeanine Bennett (Planning and Zoning)
Sherri Rothfusz (Citizen)
Harry Snyder (Primeland Cooperative)
Manly MacDonald (Citizen)
John "Buzz" Nanninga (Citizen)
Mark Von Lindern (ATK)

Meeting Overview

Advisory Committee Meeting was held November 30, 2005 at the Red Lion Hotel, 621 21st Street, Lewiston, Idaho. The purpose of the meeting was to test and screen preliminary alternatives. Project displays were set up to provide project information to the Advisory Committee. Displays included: Project Purpose; What We Heard?; Typical Sections; and maps of the various alternatives. Bryan Foote presented each of the alternatives and provided a summary of the advantages and disadvantages of each option. During the presentation, there was discussion with the Advisory Committee concerning the details and impacts of each alternative. Some of the significant discussions were as follows:

1. On-street Parking – All of the alternatives presented at the meeting for both Snake River Avenue and Southway Avenue eliminate the on-street parking. This is a concern particularly for the north end of Snake River Avenue where on-street parking is currently allowed. The presentation covered the following points regarding this issue. Many of the members on the Advisory

Committee expressed an interest in adding an additional parking lot in the park on the north end of SRA to mitigate the loss of the on-street parking.

- Safety - These corridors are expected to have significant traffic volumes in the future (13,000 to 22,000 ADT), at a posted speed of 35mph. People entering and exiting parked vehicles in this situation will impede the flow of traffic and present a serious safety concern.
- Impacts – Accommodating on-street parking on just one side of Snake River Avenue will add approximately 10 feet of width to the typical section. Impacts to the park and/or existing businesses associated with this additional width are a real concern, especially on the north end of the project.
- Cost – On-street parking will add approximately 10 feet of pavement to the section. This extra pavement width will significantly increase the cost of the project.

Most members of the Advisory Committee concurred with eliminating on-street parking and in fact voiced concern over the safety issues street parking would pose.

2. Options 1A and 1B both require the relocation of the Snake River Avenue lead railroad spur, which runs along the west side of Snake River Avenue. Option 1A, relocates the spur to the west into the park and includes a cost of approximately $1.5 million to move the rail. This alternative also has considerable impacts to the Kiwanis Park. Option 1B relocates the spur to the center of the road within the center turn lane, and includes a cost of approximately $3 million to move the spur and the sewer line, which is currently located in the center of the roadway. Advisory Committee members expressed concern over the excessive cost and other impacts associated with relocating the railroad spur.
3. On the south end of Snake River Avenue there was some discussion over the existing parking stalls located beneath the ATK Administration Building adjacent to Snake River Avenue. The existing parking configuration requires that vehicles back out onto the shoulder of Snake River Avenue to exit the stalls. This will present a safety problem once the roadway is widened and the shoulder is eliminated. Mark Von Lindern, with ATK, said that they could provide for the lost parking stalls elsewhere within their facility.

After the presentation and discussions, the participants were then asked to rank each alternative. Each participant was given five (5) dots to rank the four (4) Southway Intersection alternatives and six (6) dots to rank the five (5) alternatives on the north end of Snake River Avenue. Since, there was only one (1) alternative for the South end of Snake River Avenue and on Southway from Snake River Avenue to 8th Street, participants were not asked to rank that alternative. Results of the ranking are as follows (see included photos):

<u>Southway Intersection Alternatives:</u> Fairly even split between the Base Option, a "T" intersection and Option #1, a roundabout. The Advisory Committee also asked that the design team evaluate the following modifications to the intersection alternatives:

- Connecting the boat ramp access to the Southway intersection under both the Base Option and Option 1
- Including a free right ramp from north bound Snake River Avenue to east bound Southway
- Relocating the pedestrian overpass to the north side of the intersection

<u>North End of Snake River Avenue:</u> Unanimous selection of Option #4. The Advisory Committee also asked the design team to evaluate:

- Narrowing the sidewalk on the east side to 6 feet
- Increase the travel lanes to 12 feet, with a 12-foot turn lane, while reducing the sidewalk on the east side of the street to 6 feet and the space between the curb and the travel lane on the west side of the street to 7 feet

Advisory Committee Announcement Schedule

November 7, 2005 Invitation letter sent to Advisory Committee members

November 17, 2005 Follow-up call to Advisory Committee members